

INFORMATION REPORT

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Information on VEB Schiffbau, Projekt- und Konstruktionsbuero Berlin

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1. The 1954 work schedule for the VEB Schiffbau, Projekt- und Konstruktionsbuero Berlin (Berlin Designs Office for Shipbuilding) included the designing of a 6,000 GRT ore-carrier for the USSR, a tank drifter for the USSR, an inland icebreaker for East Germany, the designing of a 500-hp icebreaker for Poland, a school vessel (drifter) for East Germany, a passenger vessel (drifter type) for East Germany, suggestions for alterations to the 400-ton floating dock for the USSR and the preparation of a general plan for a 15-ton floating crane pontoon for the USSR. The order placed by the Sea Police for a 10-meter speed boat was withdrawn on 12 March 1954. The project was 70 percent complete.
2. 6,000-GRT ore-carrier. On 12 March 1954, the Soviets countermanded the order they had placed for this freighter. The main reason for this was an alteration of the propulsion plant. The steam engine previously planned would have given the ship a speed of only 10 knots, which was too low. The new project now being prepared was for a 5,000- to 6,000-hp Diesel machinery, which would assure a speed of 14.5 knots. As it will hardly be possible to build a 6,000-hp Diesel engine in East Germany, the ship will have to be powered by two smaller engines of the aggregate force required. [REDACTED] it would depend on the shape of the hull required for the higher speed, whether the midship section of the ship, which was completed and which had been traced on the molding loft of the Warnow-Werft (shipyard) in Wernemuende, could be used for the new design. A total of 22,000 man-hours alone had been spent on the design of the steel hull and approximately the same amount of time was needed for the design of the machinery. All this work has been in vain. 25X1
3. Tank drifters. The office had been ordered to prepare the designs for a tank drifter for the USSR by 15 March 1954. The target date for the project was met, and the designs were submitted to the Soviet sea register (sic) for approval. The first ship was scheduled to be laid on the stocks immediately after the approval had been given and was to be completed by 15 June 1954. In the design, the lines and shapes of the tank drifters were of the conventional design of drifters, the only difference being that their midship sections were 3 meters longer than those of the standard drifters. The first batch of 12 vessels was planned to be built at the Volkswerft Stralsund.

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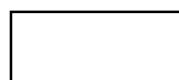
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4. Inland icebreaker for West Germany. In mid-March 1954, work on the technical designs was started and the preliminary project was completed and submitted for approval. This inland icebreaker will be 30 meters long.
5. 500-hp icebreaker for Poland. Work on the technical designs for the preliminary project was started. Work on the preliminary project which had started about two years ago at the former Karlshorst designs office, was resumed by the Poles after a long period of interruption and after various changes had been made.

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1. Comment. The fate of the project for a 5,000-GRT ore-carrier is characteristic of the wavering of the Soviets with regard to their ship-building plans. The original orders laid down a speed of 30 knots. After an enormous amount of work had been spent, the speed of this ship was ordered to be increased to 14.5 knots, which **virtually** required a new design.

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